

National Idling Reduction Network News

March 2011

SOLICITATIONS FOR FUNDING AND AWARDS

[Brown text indicates a new entry, or updated information, since last month.]

ORGANIZATION	PROJECT	FUNDING	DEADLINE	WEBSITE
California Air Resources Board (CARB)	Clean Vehicle Rebate Project	\$5.6 million (as of March 31, 2011)	First come, first served.	http://energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project
CARB	On-Road Heavy-Duty Vehicle Loan Program	~\$48 million for loan guarantees	Rolling deadline until funds are awarded.	http://www.arb.ca.gov/ba/loan/on-road/documents/hdvloanprogram.pdf
Climate Trust	Greenhouse Gas Offset Projects	\$6 million (as of January 2011)	Rolling deadline until funds are awarded.	http://www.climatetrust.org/apply.html
Efficiency Maine	Small Business Low Interest Loan Program	Indeterminate	Rolling deadline until funds are awarded.	http://www.energymaine.com/at-work-for-small-business/loan-programs
Minnesota Pollution Control Agency	Small Business Auxiliary Power Unit (APU) Loan Program	\$192,000	Rolling deadline until funds are awarded.	http://www.pca.state.mn.us/programs/sbom_loan.html#evaluation
Owner-Operator Independent Drivers Association (OOIDA)	Financial assistance for the installation of ~240 APUs in U.S. Environmental Protection Agency's (EPA) Regions 6 and 7	\$1 million	Rolling deadline until funds are awarded.	(800) 444-5791
Pittsburgh Public Schools, the Heinz Endowments, Clean Water Action, Group Against Smog and Pollution, and the Clean Air Task Force	Pittsburgh Healthy School Bus Fund	\$500,000	Rolling deadline until funds are awarded.	http://www.diesetrofitrebate.org
Metropolitan Washington Council of Governments (COG), in collaboration with the District Department of the Environment, the District Department of Transportation, and the Maryland Department of the Environment	Driver Recognition Program—Diesel Idle Reduction Campaign	N/A	Rolling deadline—the 15th of every month.	http://www.turnyourengineoff.org/campaign_recognition.html

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North Central Texas Council of Governments (NCTCOG)	Diesel Idling Reduction Program 2011	~\$100,000	Rolling deadline—the last Friday of each month	http://www.nctcog.org/trans/air/programs/idling/DieselFreightIdling.asp
NCTCOG	Heavy-Duty Vehicle and Equipment Grant Program	Indeterminate	April 8, 2011	http://www.nctcog.org/aqfunding
Pennsylvania Department of Environmental Protection	Pennsylvania State Clean Diesel Grant Program	\$588,235	April 14, 2011	http://pabulletin.com/secure/data/vol41/41-7/260.html
NCTCOG	Freight Efficiency Center	\$450,000	April 22, 2011	http://www.nctcog.org/trans/air/programs/smartway/index.asp
CARB	Advanced Technology Demonstration Projects: Technologies To Reduce Main Engine Usage Or Other Emission Reducing Technology While Maintaining Operational Requirements On Marine Vessels	\$700,00	April 22, 2011	http://www.arb.ca.gov/msprog/aqip/solicitations.htm
CARB	Goods Movement Emission Reduction Program: Truck Projects in the following Air Quality Management Districts:	\$100+ million	April 29, 2011	http://www.arb.ca.gov/bonds/gmbond/gmbond.htm
	• Bay Area Air Quality Management District			http://www.baaqmd.gov/?sc_itemid=42BEECC2-F011-42B3-A336-399CF8DB4DDD
	• Imperial County Air Pollution Control District			http://www.co.imperial.ca.us/AirPollution/default.htm
	• Sacramento Metropolitan Air Quality Management District			http://www.airquality.org/mobile/goodsmovement/index.shtml
	• San Diego Air Pollution Control District			http://www.sdapcd.org/homepage/grants/grants.html
	• San Joaquin Valley Air Pollution Control District			http://www.valleyair.org/grant_programs/grantprograms.htm#Proposition1B
	• South Coast Air Quality Management District			http://www.aqmd.gov/aqmd/funding.html#Prop1B

ORGANIZATION	PROJECT	FUNDING	DEADLINE	WEBSITE
EPA	Environmental Education Regional Grants Program	\$1.9 million	May 2, 2011	http://www.epa.gov/education/grants.html
Cascade Sierra Solutions	Great SmartWay Rebate Program (Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut)	~\$575,000 (as of March 9, 2011)	May 31, 2011	https://secure.cascadesierrasolutions.org/
Climate Change Central	Trucks of Tomorrow Rebate Program (Alberta, Canada)	Can\$2 million	December 31, 2011	http://www.trucksoftomorrow.com/pages/trucking/index.php
Cascade Sierra Solutions	Shorepower Truck Electrification Project (STEP) Rebate Program	\$10+ million	March 31, 2013	https://csswebform.org/WebForm/TSE_home.aspx

REGULATORY NEWS

400-Pound Exemption Bills Advance in New Hampshire and Maryland

Two eastern states have made swift progress on 400-pound exemption bills, both of which were introduced in January. New Hampshire lawmakers have passed House Bill (HB) 117, which authorizes an additional 400 pounds in gross, axle, tandem, or bridge formula weight limits for trucks equipped with idling reduction equipment. The bill, which awaits the Governor's signature, would take effect January 1, 2012. In Maryland, HB 110, which

was introduced in January, has moved from the House to the Senate, where response has been favorable. If passed in its current form, the law would be effective October 1, 2011. The text of the New Hampshire bill is available at <http://www.gencourt.state.nh.us/legislation/2011/HB0117.html>, and the text of the Maryland bill may be found at <http://mlis.state.md.us/2011rs/bills/hb/hb0110t.pdf>.

The 400-Pound Exemption Bill Comes To Illinois

In Illinois, lawmakers are considering Senate Bill (SB) 1644, which would amend the Illinois Vehicle Code on a number of truck-weight matters. Introduced in February, SB 1644 proposes allowing an additional 400 pounds for heavy-duty trucks equipped with idling reduction technology. The bill is currently in the Senate Transportation Committee. Please go to

<http://www.ilga.gov/legislation/fulltext.asp?DocName=&SessionId=84&GA=97&DocTypeId=SB&DocNum=1644&GAID=11&LegID=57604&SpecSess=&Session=> to see the text of the bill as introduced. For more on this and other Illinois trucking-related legislation, please see http://www.landlinemag.com/todays_news/Daily/2011/Mar11/031111/030811-01.shtml.

TCEQ Considers Revision to Idling Rule

Early in March, the Texas Commission on Environmental Quality (TCEQ) conducted a public hearing on a potential revision to the Commission’s heavy-duty vehicle idling rule. The idling rule, adhered to by numerous cities and counties in central and north-central Texas, originally had an exemption for mandated rest periods, but the exemption expired in September 2009. The revised rule would allow heavy-duty vehicles to idle during mandated rest periods to power heating or air-conditioning of the vehicle’s sleeper berth. The exemption would not apply to drivers who are within 2 miles of a facility offering external heating or air-conditioning. The revision to the idling rule would also allow enforcement of the 5 consecutive minutes idling

rule year-round and not only between April and October. TCEQ has accepted comments on the proposed revision, and the anticipated rule adoption date is June 22, 2011. For more information, please see http://www.tceq.texas.gov/assets/public/legal/rules/rule_lib/proposals/09054114_pex.pdf.

Meanwhile, in the Texas legislature, the Senate has passed SB493; the bill has moved to the House. SB493 would not only allow trucks equipped with idling reduction technology to weigh an additional 400 pounds, but also eliminate idling restrictions for some newer, cleaner heavy-duty vehicles.

Jason’s Law on the Move in New York

Lawmakers in New York State are seeking to pass a law to remedy the shortage of safe parking for truck drivers. Known as Jason’s Law, Assembly Bill (A) 3471, introduced in January, proposes a number of measures. A revolving loan program would provide interest-free loans and a tax credit to the owners-operators of private rest areas, truck stops, travel plazas, and other facilities who make safety and security upgrades to their facilities. Additionally, shipping/receiving facilities that agree to provide motor carriers with a safe area to rest while waiting for an appointment, or to comply with mandated rest regulations, would be eligible for a 20% tax

credit. Attempts to move Jason’s Law through the New York legislature last year failed.

The proposed law is named for Jason Rivenburg, a truck driver who, resting in his truck at an abandoned gas station because he was early for a delivery, was murdered in March 2009. A3471 has been referred to the Transportation Committee, as has companion bill S2359. The text of A3471 may be found at http://www.assembly.state.ny.us/leg/?default_fld=&bn=A03471%0909&Summary=Y&Actions=Y&Votes=Y&Memo=Y&Text=Y#jump_to_Text.

AWARDS AND RECOGNITION

RECIPIENT	SOURCE OF FUNDING	PURPOSE OF GRANT	FUNDING
Mr. David Britt, Owner-Operator (Texas)	NCTCOG	Purchase and installation of one APU	\$5,000
K and B Transportation, LLC (Texas)	NCTCOG	Purchase and installation of one APU	\$5,000
CAB Express, Inc. (Texas)	NCTCOG	Purchase and installation of one APU	\$5,000

RECIPIENT	SOURCE OF FUNDING	PURPOSE OF GRANT	FUNDING
Mr. Michael P. Graham, Owner-Operator (Texas)	NCTCOG	Purchase and installation of one APU	\$5,000
Brown Brothers Transport, LLC (Texas)	NCTCOG	Purchase and installation of one APU	\$4,529

Energy Xtreme Garners Green Award for New Utility Series APU

At its 47th annual convention in March, the National Truck Equipment Association (NTEA) recognized Energy Xtreme with the Work Truck Show Green Award for the company's U36 Crossover. The new utility series APU is designed to run a vehicle's ancillary electrical equipment, tools, motors, pumps, hydraulic booms, or bucket truck equipment without the need to engage the engine or use a generator. It can operate a vehicle's full electrical load at varying voltages, from 12V, 36V, and 115VAC. According to

the manufacturer, the APU, which is composed of power cells, an electric motor, a pump, and a control module, operates at temperatures between -30°F and 130°F. It weighs less than 750 pounds and can be integrated into new vehicles at manufacture or installed in older vehicles. The U36 Crossover is part of Energy Xtreme's Independence Package Utility Series product line. For more information, please click on <http://www.independencepackage.com/>.

REPORTS AND OTHER RESOURCES OF INTEREST

SOURCE	TITLE	WEBSITE OR CONTACT
ASHRAE Transactions	Waste Heat Powered Adsorption System To Provide Air Conditioning for Heavy-Duty Vehicles	http://www.thefreelibrary.com/Waste+heat+powered+adsorption+system+to+provide+air+conditioning+for...-a0250825182
California Energy Commission	2011–2012 Investment Plan for the Alternative and Renewable Fuel and Vehicle Technology Program: Draft Report	http://www.energy.ca.gov/2011publications/CEC-600-2011-006/CEC-600-2011-006-SD.PDF
IBM Institute for Business Value	Truck 2020: Transcending Turbulence	http://www-935.ibm.com/services/us/gbs/bus/html/future-of-truck-industry-2020.html
Office of Inspector General, U.S. EPA	EPA Should Improve Guidance and Oversight to Ensure Effective Recovery Act–Funded Diesel Emissions Reduction Act Activities: Evaluation Report	http://www.epa.gov/oig/reports/2011/20110301-11-R-0141.pdf
Pike Research	Auxiliary Power and Fuel Cells	http://www.pikeresearch.com/blog/articles/auxiliary-power-and-fuel-cells
U.S. Government Accountability Office (GAO)	Surface Freight Transportation: A Comparison of the Costs of Road, Rail, and Waterways Freight Shipments That Are Not Passed on to Consumers (Report to the Subcommittee on Select Revenue Measures, Committee on Ways and Means, House of Representatives)	http://www.gao.gov/new.items/d11134.pdf

SOURCE	TITLE	WEBSITE OR CONTACT
North Carolina State Energy Office of the Department of Commerce	North Carolina FY 2009–2010 Petroleum Displacement Program Report	http://www.ncsc.ncsu.edu/cleantransportation/docs/CFAT/FY2009-10_PDP-10-26-10.pdf

MANUFACTURERS' NEWS

EPA's Emerging Technologies List Adds Delphi's SOFC APU

The U.S. EPA has added Delphi's solid oxide fuel cell (SOFC) APU to the National Clean Diesel Campaign's Emerging Technologies List. The APU powers in-cab electrical accessories, such as lights, refrigerators, microwaves, and audio systems, for Class 8 tractors equipped with sleeper cabs and powered by heavy-duty diesel engines certified to 2007–2009 model-year emission standards. Delphi is based in West Henrietta, New York.

The SOFC does not require combustion—diesel fuel is converted directly to electricity, eliminating nearly all pollutants and noise. According to Delphi, the SOFC APU has the potential to reduce APU fuel consumption by up to 85%. For more information about the technology, please go to <http://ppd.delphi.com/pdf/ppd/cv/energy/solid-oxide-fuel-cell-auxiliary-power-unit.pdf>. The EPA's Emerging Technologies list may be found at <http://epa.gov/cleandiesel/verification/emerg-list.htm>.

UPCOMING MEETINGS AND EVENTS

[Brown text indicates a new entry since last month]

MEETING	LOCATION	DATE	WEBSITE OR CONTACT
Public Meeting To Consider Revisions To the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines	Sacramento, California	April 28, 2011	http://www.arb.ca.gov/regact/nonreg/moyer11.pdf
2011 DOE Hydrogen Program and Vehicle Technologies Program Annual Merit Review and Peer Evaluation Meeting	Arlington, Virginia	May 9–13, 2011	http://annualmeritreview.energy.gov
Transportation Research Board (TRB) 2011 Transportation Planning, Land Use, and Air Quality Conference	San Antonio, Texas	May 10–11, 2011	http://www.trb.org/Calendar/Blurbs/2011_Transportation_Planning_Land_Use_and_Air_Qual_164465.aspx
Government Fleet Expo & Conference (GFX)	San Diego, California	June 6–8, 2011	http://www.governmentfleetexpo.com/
2011 TRB Joint Summer Meeting: Future Directions for the Federal Transportation Programs	Boston, Massachusetts	July 10–13, 2011	http://www.trb.org/Main/Blurbs/2011_TRB_Joint_Summer_Meeting_164066.aspx

MEETING	LOCATION	DATE	WEBSITE OR CONTACT
Clean Transportation Education Project Idle Reduction/Fuel Economy Workshop	Knoxville, Tennessee	July 13, 2011	http://www.ncsc.ncsu.edu/cleantransportation/altfuel-ed/schedule.php
4th Annual Green Fleet Conference	Grapevine, Texas	October 3–4, 2011	http://www.greenfleetconference.com/

PARKING SPACES FOR TRUCKS

Half of New Hampshire's Rest Areas May Close

New Hampshire is the latest state to consider relieving budget deficits with rest area closures. Governor John Lynch has proposed the closure of eight of the state's 16 rest areas, which would reduce the number of truck parking spaces from 119 to 83. The Governor would also like to examine possibilities for public-private partnerships for rest areas. According to *Land Line*, affected rest areas include those at Antrim on State (Route 9), Colebrook

(U.S. Route 3), Epsom (U.S. Route 4), Lebanon (I-89), Littleton (I-93), Rumney (State Route 25), Sanbornton (I-93), and Shelburne (U.S. Route 2). Decisions about possible closures are expected by early July. For more information, please click on http://www.landlinemag.com/todays_news/Daily/2011/Mar11/031111/030911-07.shtml.

Virginia: Novel Solutions for Maintaining, Enhancing Rest Areas

A number of states are struggling to achieve adequate funding for rest area maintenance. In Virginia, lawmakers have implemented some uncommon solutions. In addition to advancing a pilot program to use undeveloped Department of Transportation (VDOT) property for truck parking, the Commonwealth will permit prisoners to perform maintenance work at Virginia Interstate Highway System rest areas beginning on July 1, 2011. Through an act that amends and reenacts §53.1-56 of the Code of Virginia, supervised prisoners will perform landscaping tasks and roof repair. According to the *Washington Post*, the Commonwealth will pay the Department of Corrections \$1.50 for each inmate hour worked. The act, however, is not without detractors, some of whom worry about the

perceived potential for incidents. More information is available at http://www.washingtonpost.com/local/politics/virginia-to-allow-prisoners-to-maintain-rest-stops/2011/02/22/ABLeKTs_story.html.

Another measure to support Virginia rest areas is the new Sponsorship, Advertising, and Vending Enhancement (SAVE) program. Designed to generate additional revenues, the VDOT program is accepting proposals from private firms to provide paid sponsorships and advertising, and manage vending, at rest areas and welcome centers. For more information, please see <http://www.transportation.virginia.gov/News/viewRelease.cfm?id=653>.

Idaho Reopens Small Rest Area

Parking spaces for trucks are often at a premium, and even reopening a small rest area can allow for a few more trucks to park safely during their

required rest periods. In Idaho, a rest area that had been shuttered for repairs reopened in January. The site, which has space for only five trucks, is

located on U.S. 30 at mile marker 184. The site has been refurbished to comply with the Americans with Disabilities Act and to repair aging infrastructure. The facility is expected to be serviceable for several years. More information is available at

http://www.landlinemag.com/todays_news/Daily/2011/Jan11/11011/11111-04.shtml. For information about all Idaho rest areas, please go to <http://itd.idaho.gov/highways/ops/maintenance/RestArea/RestAreaMap/default.htm>.

OTHER NEWS OF INTEREST

Idling Reduction in Vermont

Early in 2010, the American Lung Association in Vermont launched a program to raise awareness about the effects—health, environmental, and economic—of unnecessary idling of diesel vehicles. Funded by a grant from the Vermont Department of Environmental Conservation (DEC), the Vermont Idle-Free Fleets program provided fleet operators with a toolkit that explained facts about truck idling, the health effects of diesel exhaust, and the cost savings achievable through an idling reduction policy. It also offered samples of such policies. As of the end of 2010, nine fleets—totaling about 122 diesel vehicles—had adopted idling reduction policies.

Recently, the DEC funded Vermont Idle-Free Fleets for an additional year, beginning in March 2011. The program will include training and working

with 10 town energy committees, which will, in turn, promote idling reduction to their municipal and business fleets.

Vermont, which is currently the only New England state that does not govern how long heavy-duty vehicles may idle, is now considering legislation to restrict the idling of these vehicles. House Bill 154 is currently in the Committee on Natural Resources and Energy. A companion bill, Senate Bill 81, is in the Transportation Committee. For more information about the Vermont Idle-Free Fleets program, please see <http://idlefreevt.org/viff.index.html>. *Source:* Wayne Michaud, Idle-Free VT

North Carolina Towns Undertake Idling Reduction Pilots

Two towns in North Carolina are implementing idling reduction projects made possible by grants from the Alternative Fuel/Advanced Vehicle Technology program managed by the North Carolina Solar Center's Clean Transportation Project. The State Energy Division of the North Carolina Department of Commerce awarded the North Carolina Solar Center a \$500,000 grant for a variety of clean transportation projects last fall.

In Chapel Hill, the IdleRight system will be installed in nine Ford Crown Victoria patrol cars. IdleRight allows drivers to use the vehicle's main battery

to power auxiliary functions while it monitors the battery's condition. The engine is turned on and idled only when necessary.

In the town of Cary, three police cars and two utility vehicles will be outfitted with the Energy Xtreme system. This system allows drivers to shut down the engine and run auxiliary equipment from a separate battery. In addition to curtailing fuel use, the technology reduces engine wear that occurs with idling. Both towns will be reporting cost savings to the North Carolina Solar Center. More information is available at <http://www.campaignforcleanair.org/news-reader/items/cary-and-chapel-hill->

[first-to-try-idle-reduction-technologies.html](http://www.havis.com/idleright.htm). For more about the technologies, please go to <http://www.havis.com/idleright.htm> (IdleRight)

and <http://www.independencepackage.com/> (Energy Xtreme).

CARB Launches Truck and Bus Calculator

CARB now offers a tool for fleet owners that enables them to evaluate whether various compliance strategies adhere to the On-Road Heavy-Duty Diesel Vehicles Regulation. The calculator, available at <http://www.arb.ca.gov/msprog/onrdiesel/documents/FleetCalc2011A.xls>, allows the input of engine model year and emission control technology

assumptions to determine what compliance options are available for each calendar year. Users may view compliance strategies on the basis of engine model year, or they may evaluate more flexible compliance strategies, including the phase-in option, compliance credits, and special provisions. The calculator reflects amendments considered by CARB in December 2010.

Cascade Sierra Solutions Chooses NTP as Warranty Provider

Cascade Sierra Solutions, a nonprofit organization that helps truck owners reduce engine emissions and improve fuel economy, has announced a new warranty program partnership with National Truck Protection (NTP). After a vehicle has been upgraded or retrofitted and inspected, it will be qualified

to receive an NTP warranty. For more information about Cascade Sierra Solutions' warranty program, contact Jeff Johns at jjohns@cascadesierrasolutions.org (541-852-4330).

RECURRING FEATURES

Currently Available Idling Reduction Equipment

The Alternative Fuels and Advanced Vehicles Data Center (AFDC) of the DOE Office of Energy Efficiency and Renewable Energy (EERE) identifies manufacturers of idle reduction equipment and provides links to their websites. More information is available at http://www.afdc.energy.gov/afdc/vehicles/idle_reduction_equipment.html.

For EPA-verified idle reduction technologies in eight categories, please visit EPA's SmartWay Transport website at <http://www.epa.gov/smartway/transport/what-smartway/verified-technologies.htm>.

Status of the 400-Pound Weight Exemption for Idling Reduction Devices

[Ed. note: The Energy Policy Act of 2005 allowed for a national 400-pound exemption for the additional weight of idling reduction technology on heavy-duty vehicles. Each state can adopt this exemption, at its own discretion, without being subject to any penalty provision related to withholding of highway trust fund monies.] The following table is updated

as we become aware of changes. As time permits, we will provide URLs so that interested parties, such as trucking companies, can work with their state trucking associations to be sure that enforcement officials are aware of changes in the laws. Please feel free to provide us with updates.

State Recognition of the 400-Pound Auxiliary Power Unit Exemption to GVW Limit: 23 CFR 658.17(n)						
Alabama	<i>District of Columbia</i>	Kansas	Mississippi*	New York	South Carolina	West Virginia
Alaska	Florida	<i>Kentucky</i>	Missouri	<i>North Carolina</i>	South Dakota*	Wisconsin
Arizona	Georgia	Louisiana*	Montana*	North Dakota	<i>Tennessee</i>	Wyoming*
Arkansas*	<i>Hawaii</i>	Maine	Nebraska	Ohio*	Texas*	
<i>California</i>	Idaho*	Maryland*	Nevada*	Oklahoma	Utah*	
Colorado	Illinois*	Massachusetts*	New Hampshire*	Oregon	Vermont*	
Connecticut	Indiana	Michigan*	New Jersey*	Pennsylvania	Virginia	
Delaware	Iowa*	Minnesota	New Mexico	<i>Rhode Island</i>	Washington	

States in **black** allow the 400-lb weight exemption (asterisk means that the allowance is granted by enforcement policy rather than by state law); states in *gray* do not permit the exemption; and states in **brown** have legislation in process.

Summary of State and Municipal Idling Regulations

The most current information about idling regulations, for both states and municipalities, is available at http://atri-online.org/index.php?option=com_content&view=article&id=164&Itemid=70 and http://www.afdc.energy.gov/afdc/progs/all_state_summary.cgi?afdc/0.

If information for your state or municipality is outdated or erroneous, please let us know. This newsletter is also a place to let people know about possible changes in laws or regulations or the solicitation of comments related to such.

Incentives and Funding Opportunities for Idling Reduction Projects

The DOE Clean Cities initiative provides a listing of federal and state programs that offer incentives and funding for idling reduction projects. Information can be found at

http://www.afdc.energy.gov/afdc/progs/fed_summary.php/afdc/US/0. Let us know if any information needs to be changed or updated.

Additionally, the EPA Diesel Collaboratives offer news of available grant and loan programs. For the Northeast Diesel Collaborative (Regions 1 and 2), see <http://northeastdiesel.org/funding.html>; Mid-Atlantic Diesel Collaborative (Region 3), <http://www.dieselmidatlantic.org/diesel/funding.htm>; Southeast Diesel Collaborative (Region 4), <http://www.southeastdiesel.org/funding.html>; Midwest Clean Diesel Initiative

(Region 5), <http://www.epa.gov/midwestcleandiesel/grants/index.html>; Blue Skyways Collaborative (Regions 6 and 7 plus Minnesota), <http://www.blueskyways.org/funding/index.html>; Rocky Mountain Clean Diesel Collaborative (EPA Region 8), <http://www.epa.gov/region8/air/rmcdc/>; and West Coast Collaborative (EPA Regions 9 and 10 plus Canada and Mexico), <http://www.westcoastcollaborative.org/grants.htm>.

Tools Available to Calculate the Cost of Idling Reduction Equipment

There are a number of tools available to workplace and truck fleet managers, owner-operators, and locomotive engineers to help determine the costs and benefits of paying for and installing idle-reduction equipment. A site from Canada that quantifies the costs of workplace idling is also

included. The calculators are provided as tools of possible benefit; their accuracy has not been verified. Any new entry this month is shown in brown. If you are aware of other sources of information that may be of possible interest to newsletter readers, please let us know.

- Argonne National Laboratory (<http://www.transportation.anl.gov/pdfs/TA/361.pdf>)
- Autotherm (<http://autothermusa.com/wordpress/calculate-idling-costs-savings/>)
- Bergstrom (http://www.nitesystem.com/html/idle_calculator.cfm)
- DOE Clean Cities program (<https://www.afdc.energy.gov/afdc/prep/index.php>)
- EPA (<http://www.epa.gov/otaq/smartway/calculator/loancalc.htm>)
- Espar (<http://www.espar.com/html/service/calculator/calculator.html>)
- Fraser Basin Council (<http://web.memberclicks.com/mc/page.do;jsessionid=d0301a9d9869fa88bfd51e50592a377d5d48?sitePageId=40919&orgId=clcc>)
- Hotstart (<http://www.hotstart.com/fuel-consumption-calculator/>)

- Kenworth (<http://www.kenworth.com>)
- Kohler Power Systems (<http://www.kohlerpower.com/mobile/solutions/apucalculator.htm?sectionNumber=13361&nodeNumber=1&contentNumber=102>)
- LifeForce (<http://lifeforceapu.com/files/LifeforceCalculator.xls>)
- Natural Resources Canada (http://oee.nrcan.gc.ca/transportation/tools/calculators/Idling/idling_impact-workplace.cfm?attr=16)
- Odyssey Battery (<http://www.odysseybattery.com/fleet.html>)
- Thermo King (<http://www.thermoking.com/tripac/>)
- Webasto (http://www.techwebasto.com/calculators/heater/heater_fuel_calculator_us.htm)

Locations of Electrified Parking Spaces

In collaboration with the U.S. DOT, the DOE Clean Cities program offers a website showing the locations of public truck stops that have idling reduction facilities for heavy-duty trucks. These facilities are available in at least 16 states. AireDock, CabAire, EnviroDock, IdleAIR, and Shorepower Technologies installations are listed at http://www.afdc.energy.gov/afdc/progs/tse_listings.php.

Another resource is the EPA SmartWay Interactive Activity Map, which features data from SmartWay Partners, National Transportation Idle-Free

Corridors, National Clean Diesel Campaign Retrofit projects, School Bus USA projects, ethanol (E-85) and biodiesel fueling station projects, and other related sources. The maps enable visualization of the location of specific fuel consumption and pollution reduction projects. The maps also help users locate the nearest electrified truck stop and the nearest public alternative-fuel filling station. For more information, please go to http://epamap10.epa.gov/website/irim_us_map.asp.

How to Find Back Issues of *National Idling Reduction Network News*

All issues of *National Idling Reduction Network News* may be found at http://www1.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.html. Additionally, a compendium of all previous issues is available on the site; this PDF file is especially useful for conducting searches of all issues of the newsletter.

Please be mindful that web links may expire or move over time and that some sources require registration. If you have trouble opening a link, try copying and pasting it, or retyping the URL, in your browser window.

Editor

Terry Levinson, Argonne National Laboratory, (202) 488-2472, tlevinson@anl.gov

Writer

Patricia Weikersheimer, Argonne National Laboratory, (630) 252-3124, idlingreduction@anl.gov

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